



## Joining of Silicon Carbide-Based Ceramics for MEMS-LDI Fuel Injector Applications

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### Outline



- **Background - Objectives, Challenges, and Applications**
- **Processing, Characterization, and Results**
  - Ceramic to Ceramic Joining: Diffusion Bonding of SiC to SiC
  - SEM and TEM
  - Strength tests and NDE
  - Large geometry processing (injector component size)
- **Conclusions**

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## Research Scope



**Overall Objective:** Deliver the benefits of ceramics in turbine engine applications- increased efficiency, performance, horsepower, range, operating temperature, and payload and reduced cooling and operation and support costs for future engines.

**Targeted Components:** Aeronautic and ground based engine applications: injectors, ceramic turbine vanes, blades, rotors, combustor liners, valves, and heat shields

**Approach:**

- Develop **ceramic to ceramic** joining technologies that enable the fabrication of complex shaped ceramic components.
  - Fabricated ceramic shapes are currently limited to relatively small, flat, and circular shapes due to limitations in ceramic processing methods (i.e. chemical vapor deposition and hot pressing).
- Develop **ceramic to metal** joining technologies that enable ceramic components to be integrated into metallic based engine systems.
  - Barriers to ceramic utilization are due to residual stresses and chemical and thermal incompatibility between ceramics and metals.



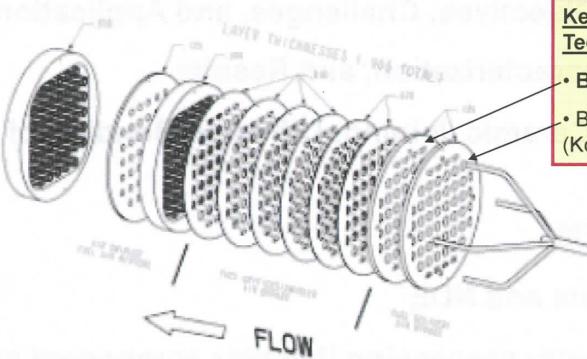



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## Fabrication of Lean Direct Injector Components by Diffusion Bonding of SiC Laminates



**SiC laminates can be used to create intricate and interlaced passages to speed up fuel-air mixing to allow lean-burning, ultra-low emissions**



**Key Enabling Technologies:**

- Bonding of SiC to SiC
- Brazing of SiC to Metallic (Kovar) Fuel Tubes

**Goals and Advantages of Lean Direct Injector (LDI) Design**

- Operability at all engine operating conditions
- Reduce NOx emissions by 90% over 1996 ICAO standard
- Does not have the problems of Lean Pre-Mixed Pre-Evaporated Injector such as auto-ignition and flashback
- Provides extremely rapid mixing of the fuel and air before combustion occurs

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## Integration Technologies for MEMS-LDI Fuel Injector



### Objective:

Develop joining and integration technologies for a SiC Smart Integrated Multi-Point Lean Direct Injector (SiC SIMP-LDI)

### Required capabilities of the joining technology :

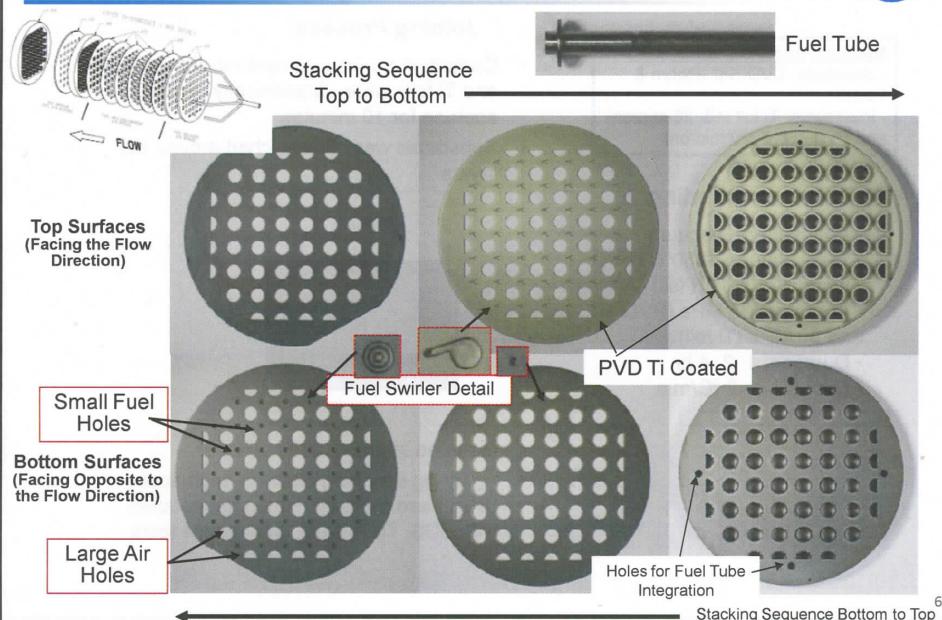
- Joining of relatively large geometries (i.e. 4" diameter discs)
- Leak-free at an internal pressure of 200 psi (1.38 MPa)
- Stability and strength retention at 800°F (427°C)

### Why Silicon Carbide for a Low Temperature Application (~400°C)

- SiC has high strength, creep resistance, and thermomechanical properties
- Allows for integration of silicon carbide based high frequency fuel actuators and sensors for monitoring and optimizing fuel flow and combustion
- Passages of any shape can be created to allow for multiple fuel circuits
- Provides thermal protection of the fuel to prevent coking
- Low cost fabrication of modules with complex internal geometries through chemical etching

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## Detail of the Three Part 10 cm (4") Diameter SiC Injector



## Current Approach of Joining SiC With a Ti Layer



### Advantages of Diffusion Bonding Using a Ti Layer

- Uniform Ti layers can be applied
- Ti can be applied by different methods (foil, PVD and other coating approaches)
- High strength and leak-free bonds
- Good high temperature stability
- Non-flowing reaction bonded joining approach won't clog the fuel and swirler holes

### Joining Challenges

- Thermal, chemical, and mechanical incompatibilities between the different materials
- Obtaining bonds that are high strength, leak free, and stable
- Excessive flow of the interlayer or reaction formed phases during processing
- Cracking in the bond layers and/or substrates
- Lack of ASTM standards for mechanical tests

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## Experimental Procedure - Ceramic to Ceramic Joining

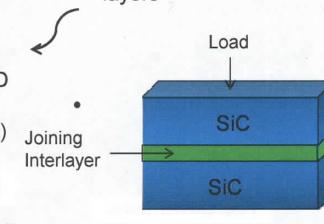


**Materials (dimensions 0.5" x 1")**

- Substrate: CVD SiC (Rohm & Haas)
- Interlayers: Ti foil (10, 20 micron) and PVD Ti (10, 20 micron)

### Diffusion Bonding

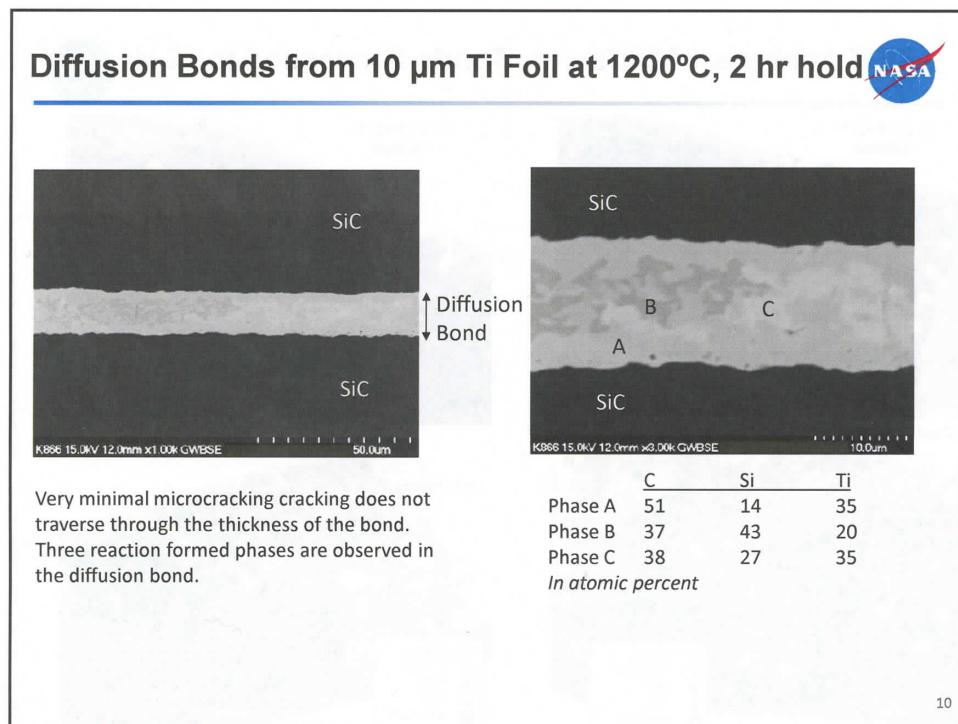
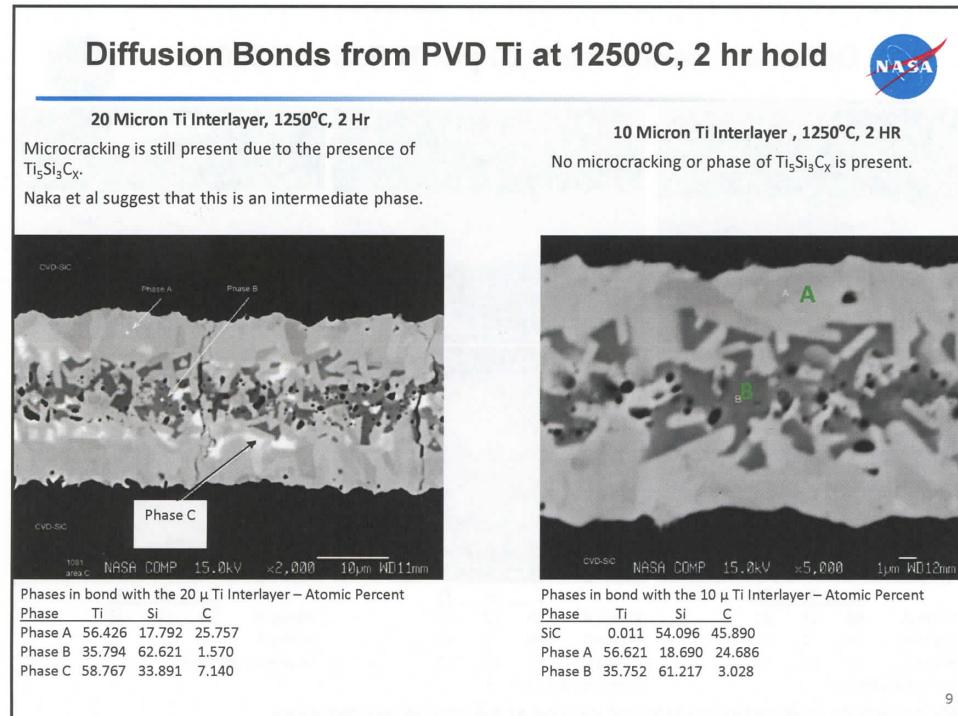
- Atmosphere: Vacuum
- Temperature: 1250°C (PVD Ti) and 1200°C (Ti foil)
- Pressure: 24 MPa (PVD Ti) and 30 MPa (Ti foil)
- Duration: 1, 2, 4 hr
- Cool down: 2 °C/min

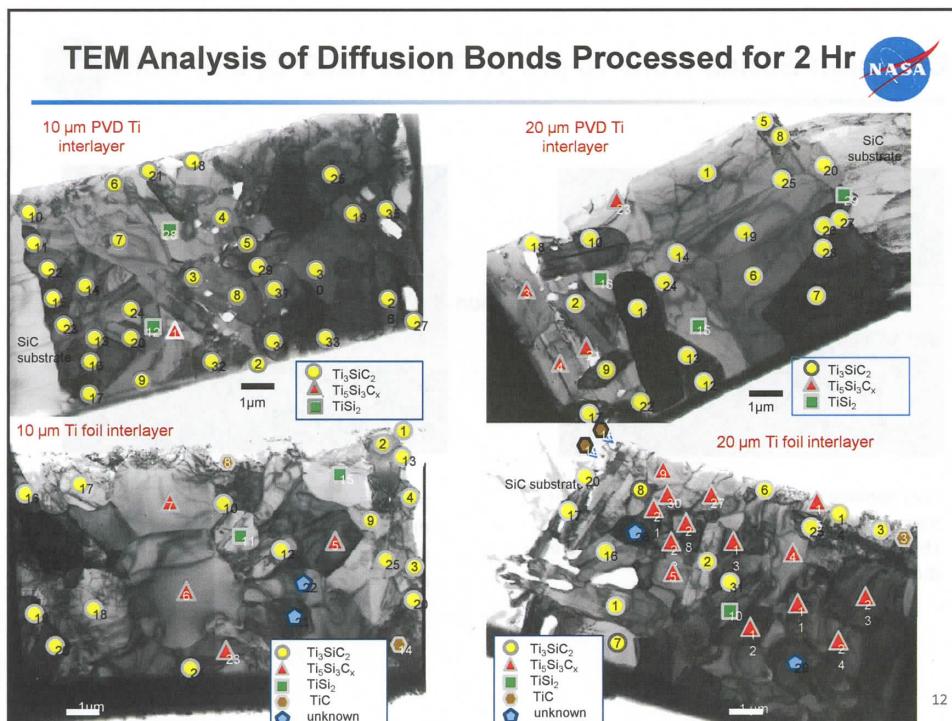
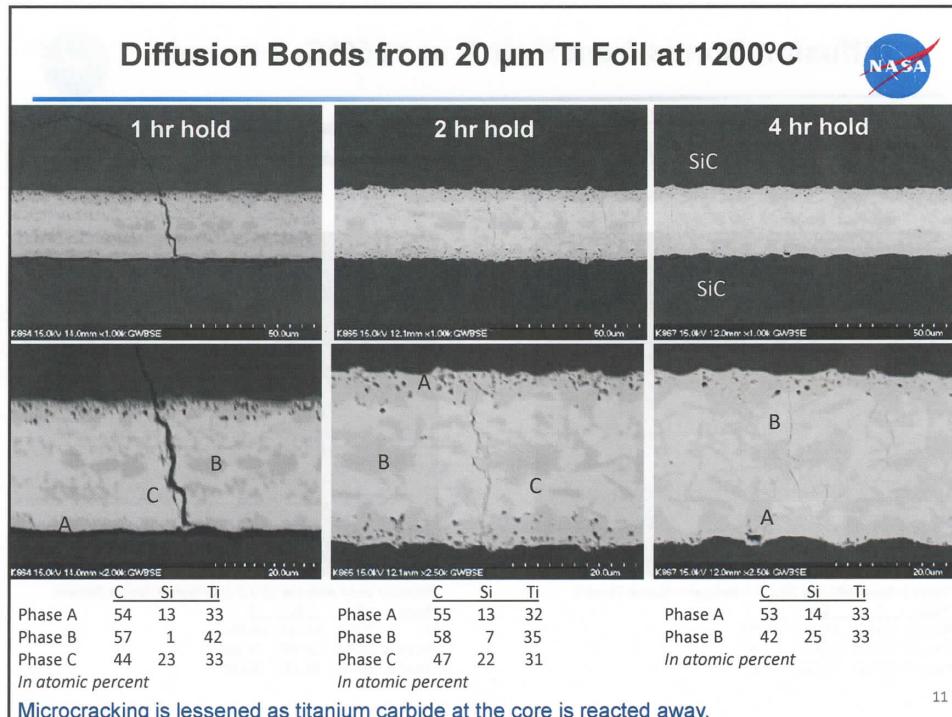


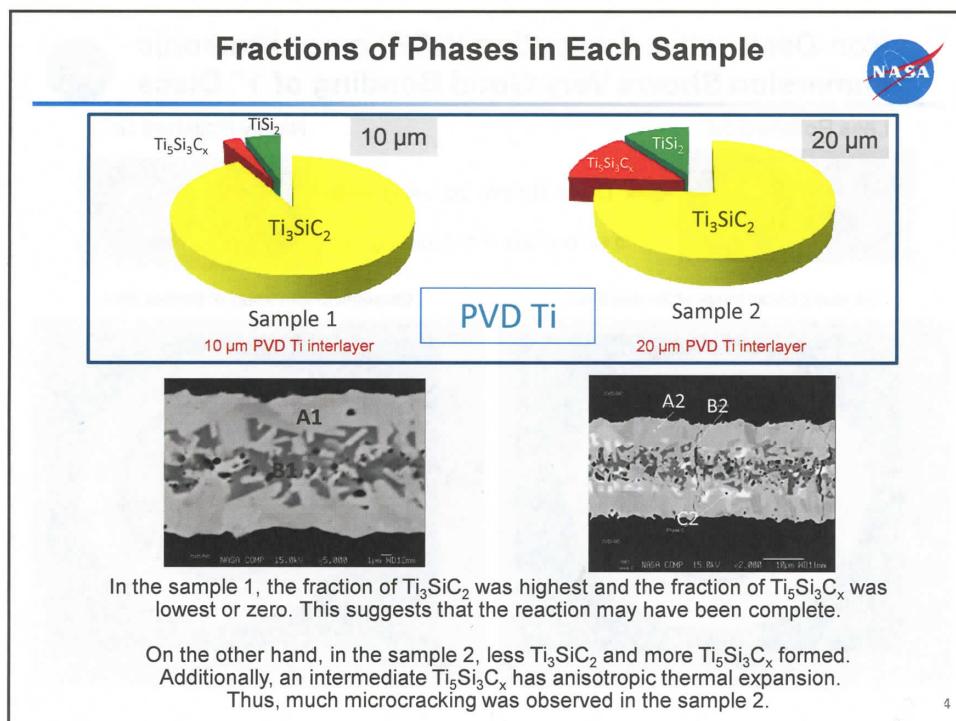
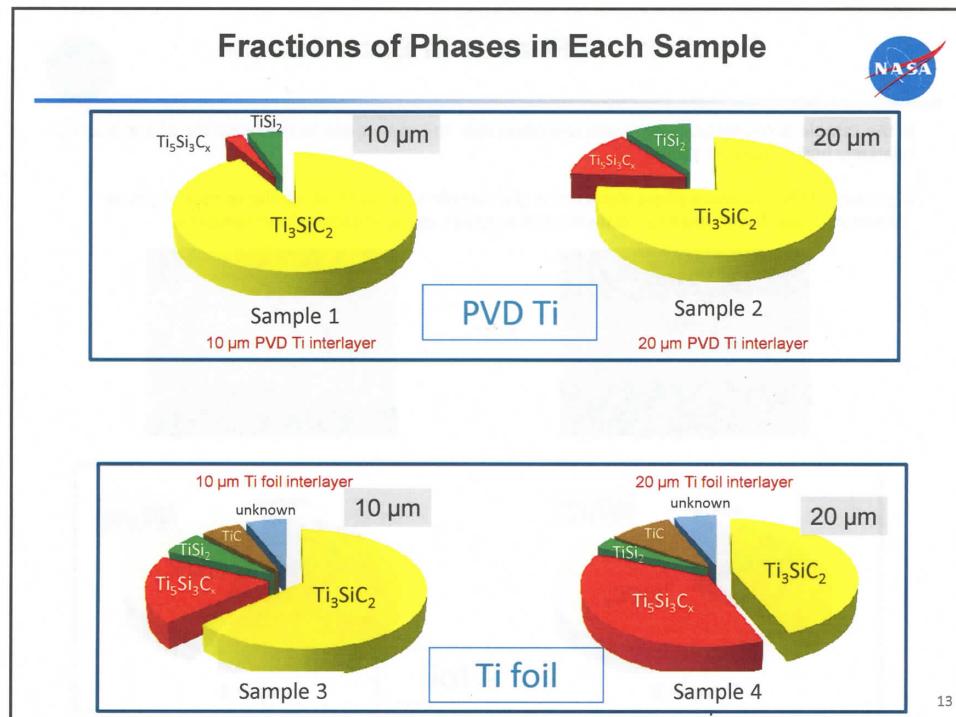
### Joining Process

- Coated and uncoated ceramic substrates and Ti foils were ultrasonically cleaned in acetone for 10 minutes
- Substrates were sandwiched around foil layers
- Mounted in epoxy and polished,
- **Analysis:** scanning electron microscopy (SEM) and electron microprobe coupled with EDS, TEM, NDE, and tensile tests

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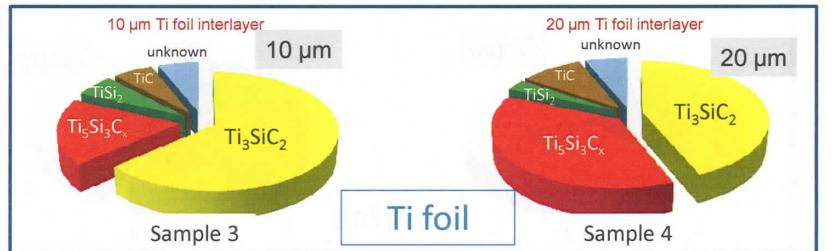
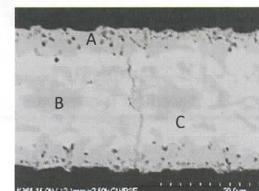
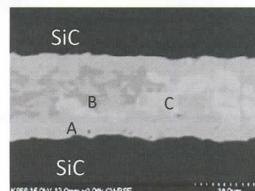


## Fractions of Phases in Each Sample



In the sample 3, microcracks were scarcely observed. This may relate to the presence of a phase with relatively high Si content phase.

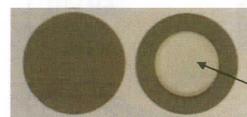
Moreover, if the unknown phase detected in the sample 4 has content similar to that of phase "common phase A with lower Si content", this may also cause microcracks in sample 4.



## Non-Destructive Evaluation (NDE) sing Ultrasonic Immersion Shows Very Good Bonding of 1" Discs



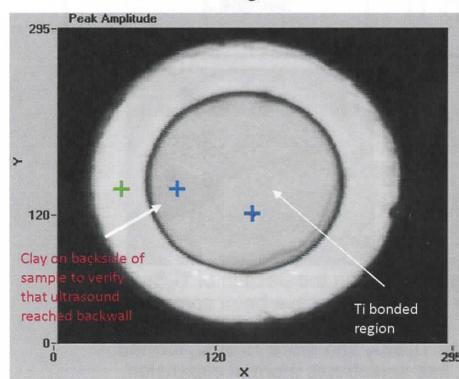
### Less Polished SiC



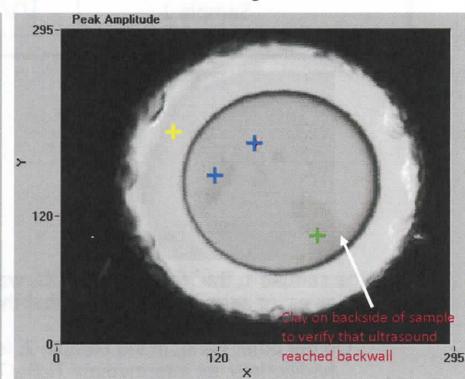
### Highly Polished SiC



### Ultrasonic C-scan Image of Bonded Discs



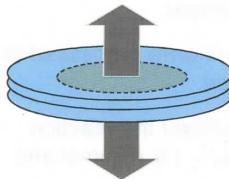
### Ultrasonic C-scan Image of Bonded Discs



**High Strength of Bonds Greatly Exceed the Application Requirements**

NASA

1" Diameter Discs with a 0.65" Diameter Bond Area



Pull test tensile strengths:

- 13.4 MPa (1.9 ksi)
- 15.0 MPa (2.2 ksi)

Slightly higher strength from the highly polished SiC suggest that a smoother surface contributes to stronger bonds or less flawed SiC.

Failures are primarily in the SiC substrate rather than in the bond area.

The injector application requires a strength of about 3.45-6.89 MPa (0.5 - 1.0 ksi).

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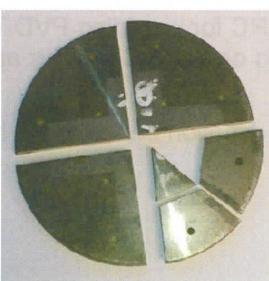
**Demonstration of Diffusion Bonding on 4" Diameter CVD SiC Discs**

NASA



Joined 4" diameter SiC discs.

Sectioned for microscopy and to demonstrate leak free at bonded and machined edges.



L39D 15.0kV 12.1mm x7.00k SE(L) 6/9/2010 5.00μm

	C	Si	Ti
Phase 1	57	9	34
Phase 2	34	28	38
Phase 3	50	14	36

In atomic percent

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## Conclusions



- Joining approaches using diffusion bonding are being developed and optimized so that thermal stresses are relieved and microcracks do not form.
- $Ti_3SiC_2$ ,  $Ti_5Si_3C_x$  and  $TiSi_2$  were identified in all samples.  $TiC$  and unknown phases appeared in the samples in which  $Ti$  foils were used as interlayer.
- $Ti_3SiC_2$  formed more and  $Ti_5Si_3C_x$  formed less when samples were processed at higher temperature and thinner interlayer samples were used.
- In diffusion bonds with the PVD  $Ti$  Interlayer, for thinner interlayer the reaction seems to be complete so that the intermediate phase ( $Ti_5Si_3C_x$ ) is minimal and microcracks do not form.
- In diffusion bonds with  $Ti$  foil, relatively high Si content phase may enhance ductility whereas low Si content phase may cause microcracking.
- Joining approaches will enable the fabrication and utilization of ceramic components.
- The next steps are to further evaluate the mechanical and thermal performance of the joints and to fabricate and characterize the  $SiC$  injector.

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## Acknowledgements



- The NASA Subsonic Fixed Wing Project and Dr. Dan Bulzan for providing support.
- Dr. Hiroshi Tsuda of the Graduate School of Engineering, Osaka Prefecture University, Osaka, Japan for conducting TEM.
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- Robert Angus for processing diffusion bonds in the hot press.

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